

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:04 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1075 Const Calendar Day: 648

Date: 14-Mar-2014 Friday

Inspector Name: Brignano, Bob

Title: Transportation Engineer

Inspection Type:

Shift Hours:

Break:

Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM

12 PM

4PM

Precipitation**Condition** partly cloudy am, clear pmWorking Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

Ironworkers are working an 8-hour shift 0700 through 1530 today, with some of the work on CCO 314 by one ironworker. Their work on non-CCO 314 operations are not covered by this diary. Ironworker Jared Garret works in the morning at the test rig area on CCO 314. He starts work here about 0730 and leaves about 1100. Operator John Sabatino assists at the test rig area briefly – less than a half hour – at the end of the operation.

After the laborers cleaned the two jacking rods for TR's 12 & 13 (from TR's 9 and 10) yesterday, it is necessary to test fit the couplers and nuts on these rods. The threads are cleaned in some areas by the ironworker and some areas of slightly damaged threads are filed.

On the jacking rod used previously at TR 9, one of the TR 9 nuts and one of the TR 6 nuts are test fit. After completion of the test fit with the nuts, they are left in place. Then on the jacking rod previously used at TR 10, two spare nuts (from TR's 1-4) are test fit. After completion of the test fit with the nuts, they are left in place. The future location of these jacking rods (TR 12 or TR 13) are not assigned yet, with this pending the test fit of the couplers.

The TR 13 coupler is test fit on the jacking rod used previously at TR 10. There are some areas that the coupler binds on bad or unclean threads, but after some cleaning, the coupler is eventually threaded 7.5" of the 8" engagement. The coupler comes to a dead stop at this point and it appears that it cannot be forced to engage the last 0.5". I tell ABF that they can stop at this point, because I am confident that based on previous lack of full engagement of couplers that the DJV will determine that this amount of thread engagement will be adequate. Note that this is a dry fit and does not include the thread sealant product that will need to be used when the coupler is installed on the jacking rod in the test rig. The coupler will need to be removed before installation in the test rig, but for now the coupler is left in place on the jacking rod. The TR 10 jacking rod is now relabeled and identified as the TR 13 jacking rod.

The TR 12 coupler is test fit on the jacking rod used previously at TR 9. There are some areas that the coupler binds on bad or unclean threads, but after some cleaning, the coupler is eventually threaded 7" of the 8" engagement. The coupler comes to a soft stop at this point and it appears that it could be forced to engage some portion of the last 1", but I tell ABF that they can stop at this point, because I am confident that based on previous lack of full engagement of couplers that the DJV will determine that this amount of thread engagement will be adequate. Note that this is a dry fit and does not include the thread sealant



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product that will need to be used when the coupler is installed on the jacking rod in the test rig. The coupler will need to be removed before installation in the test rig, and it is removed today from the jacking rod. The TR 9 jacking rod is now relabeled and identified as the TR 12 jacking rod.

After completing the the test fit of the nuts and couplers on the a jacking rods for TR's 12 and 13 by about 1045, the ironworker and operator move one of the two assembled tent frames (steel tubes only, no tarps) over TR's 12 and 13 at CCC's request so that the framing can be used to build containment for the blasting prior to painting inside these modified test rigs where the new end plate was welded in place and now needs to be painted. Today's work by ABF at the test rig area is completed by about 1100.

CCC works on CCO 314 for most of today – some of this work is in the CCC yard to the west of the test rig area and some of it is in the test rigs (field blast and paint). Working on CCO 314 for CCC are QC Juan Martinez, Painter Rafael Serrano, and Painter Luis Medina. Present for portions of the work is CT-METS QA Charlie Stewart. In the morning, the two end plates for TR's 12 & 13 are blasted in the CCC yard. Then later in the morning, the two end plates are painted with the first coat of epoxy paint (Carboguard 890). Also in the morning, in discussions with CCC, it is determined that wire brush preparation in the wet chambers of TR's 12 & 13 at the new diaphragm plates will not be adequate and that these surfaces will need to be blasted. Before any work on the new diaphragm plates, the permanent screws (1/4" diameter screws) are threaded as far as they will go in the drill and tap holes to protect the threads in the drill and tap holes from the blasting and painting operations. In order to blast in the test rigs, CCC needs to retrieve a small blast pot from the bridge, which happens later in the morning. Then in the afternoon, the new diaphragm plates in TR's 12 & 13 are blasted, after first using tarps to contain the blast areas. The areas blasted include the entire surface of the plates inside the wet chambers, the portions of the wet chamber walls/bottom/top plates that had paint removed for the welding operation, the holes through the center of the diaphragm plates for the rods, and the dry chamber side of the diaphragm plates only in the area where the flashing/bellows will be attached. After the blasting operation, a shop vac is used to clean up all the blast material that collected inside the containment. In addition to the new steel, the original paint on the other surfaces inside the TR's 12 & 13 wet chambers has some damage from other operations and only requires touchup paint. These existing paint surfaces are lightly sanded and then cleaned with MEK before the paint application. After this afternoon's work on setup and blasting, sanding, and cleaning, the paint application was estimated to not be completed during today's regular 8-hour shift and CCC was considering working OT Saturday for the final paint application, but they decide to work late today instead of coming to work Saturday for what would not be much work. The first coat of paint is applied today in the test rigs. It is applied on all blasted areas of the new diaphragm plates and also fully applied over the previously painted wet chamber surfaces, which gives these areas a new full coat of paint (even though they only require spot touchup paint, use the conservative approach of completely repainting the surfaces). Today's paint application is by roller and brush. The paint application is complete just after 1530. Note that CCC uses some ABF equipment – generator and compressor for today's work at the test rigs.

A generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the work area and is not used today is not used today by ABF but it is used briefly by CCC. Another generator – Whisperwatt 7000 – ABF ID 002341 is on idle/standby at the work area and is not used today. An oxyacetylene torch is on idle/standby at the work area and is not used today. A compressor – IR P185R ABF ID 002078 is on idle/standby at the work area and is not used today by ABF but it is used briefly by CCC. A welding machine – Lincoln Electric Vantage 500 ABF ID 000073 is on idle/standby at the work area and is not used today. A Hyster 80 forklift is used at the test rigs to support the couplers when they are test fit on the jacking rods.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces
10' ABF k-rail = 4 pieces
20' rented k-rail = 16 pieces



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20' ABF k-rail = 19 pieces

Note that this includes three 20' ABF k-rail between the CCO 314 work area and FW Spencer's yard, with that k-rail being in place prior to the CCO work and not related to CCO 314.

The agreed extra work with ABF is as follows:

Engineer Kelvin Chen - 5 hrs

Ironworker Jared Garret - 4 hrs

Operator John Sabatino - 0.5 hrs

Radios (2 radios) - 4.5 hrs

Hyster 80 forklift - 4 hrs

k-rail: 16 pcs @20' and 4 pcs @10'

Crane Mats (12x12 - 5'x16') - 4 pcs

Crane Mats (12x12 - 5'x7') - 2 pcs

Crane Mats (12x12 - 5'x8') - 11 pcs

See the attached Extra Work Order - Signed with ABF for CCO 314 work

The agreed extra work with CCC is as follows:

Painter Rafael Serrano – 8 hrs

Painter Luis Medina – 8 hrs

375 CFM Compressor – 1 each

300 lb Blast Pot – 1 each

Abrasive – 4 bags

Carboline Carboguard 890 – 0.5 gallon

MEK – 1 gallon

See the attached Extra Work Order - Signed with CCC for CCO 314 work